



HELENA AIRPORT EXTENSION PROJECT PROGRESSING. Men and paving equipment at work.



MONTANA AERONAUTICS COMMISSION

Volume 20—No. 9

September, 1969

FISCAL 1969 AIRPORT PROJECTS

Big Timber—This project is local and Federal with Montana Aeronautics Commission participating to the extent of a \$1,000 preliminary engineering grant. The project consists of constructing NE/SW runway (4,650' x 75'), apron, connecting taxiway; install medium intensity lighting system; construct airport access road and fence. The estimated total cost of the project is \$172,316. Hilde Construction Company, Great Falls, is the contractor and Wenzel & Company, Great Falls, the consulting engineer. Midland Electric Company of Billings handled the electrical part of the project. The Federal grant was \$91,345. The residents of Sweet Grass County and the town of Big Timber voted in a bond issue to help with the cost of the airport development. As of July, 1969, the construction is complete with only marking and fall seeding remaining to be accomplished.

Billings—Logan Field of Billings is rapidly undergoing expansion of all facilities. Stage I of the airport improvement project consisted of a 4" bituminous overlay 8,600' x 150' to Runway 9/27 including transitions to cross runways and taxiways and miscellaneous drainage improvements. Stage construction has now started on strengthening taxiway segment and overlay edges of Runway 16/34; improve drainage;

strengthen west taxiway; strengthen taxiway segment and overlay edges of Runway 4/22; reconstruct central taxiway. Final inspection is scheduled for August, 1969, of medium intensity taxiway lights and guidance signs on taxiway parallel to Runway 9/27 and E/W taxiway including crossovers. Project documentation will be submitted to the Airport District Office, FAA, in August for stage construction to strengthen taxiways "B" East and "F".

This is a local, State and Federal Aid project. Billings passed a bond issue of two million dollars in April, 1969; Montana Aeronautics Commission has participated to the extent of \$100,000 loan, payable over a ten year period at 3.5% interest rate; and the Federal grant will amount to \$216,000.

The contractors are Peter Kiewit & Sons, Long Construction Company, Midland Electric, Billings. Consulting Engineers are T.I.C. Engineers, Inc., Billings and Morrison-Maierle, Inc., Helena.

Bozeman—The Montana Aeronautics Commission has approved a \$1,000 preliminary engineering grant to Bozeman to assist in planning and engineering necessary for the visual approach slope indicator (VASI) installation at Gallatin Field.

Hardin—Zuck Engineering of Billings has recently completed the preliminary engineering study for improved airport facilities in the vi-

(Continued on Page 7)

MAC'S NEW COMMISSIONERS

July, 1969, Governor Forrest Anderson appointed five new members to the Montana Aeronautics Commission for four-year terms. New appointees were: Robert G. Bricker, John Hebbelman, Jr., Dr. B. P. Little, David Matovich and James A. Steffek.

The Commission, at their July meeting, elected Clarence R. Anthony, (reappointed 1963), Helena, Chairman for the coming year, Jack R. Hughes, (reappointed 1963), Missoula, Vice Chairman and James Steffek, Secretary. The new officers were featured in the August newsletter. Following are the remaining four new members of the Commission.

John Hebbelman, Jr., Chinook, is the representative for the League of Cities and Towns.

Mr. Hebbelman attended schools in Chinook and the Vo-Tech school in Helena. He served with the U.S. Army from 1961-1963. Self-employed since his military discharge, he operates the Hebbelman Flying Service which provides Air Taxi, crop spraying, flight instruction, mechanical repair and rentals. In addition to an AP License he holds a commercial pilot license with instrument, multi-engine, flight instructor and helicopter.

(Continued on Page 3)

**Official Monthly Publication
of the
MONTANA AERONAUTICS
COMMISSION**

**City/County Airport
Box 1698**

Helena, Montana 59601

Forrest H. Anderson, Governor

Charles A. Lynch, Director

Clarence R. Anthony, Chairman
Jack R. Hughes, Vice Chairman
James A. Steffek, Secretary
Robert G. Bricker, Member
John Hebbelman, Jr., Member
Dr. B. P. Little, Member
David Matovich, Member



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**PILOT SEMINAR AND
DINNER/DANCE**

Notification has been received from the FAA GADO No. 1 that a one-day Pilot Seminar will be held at the Northern Hotel in Billings, Montana, Saturday, November 1, 1969.

There will be no charge for attending the Seminar and all pilots are urged to attend. It is suggested that pilots planning to attend the Seminar contact the General Aviation District Office in Billings.

Following the Seminar the Billings Hangar of the Montana Pilots' Association will have a Hangar Dinner and Dance at Gillis Aviation's Hangar.

**FEDERAL AVIATION
ADMINISTRATION
ITINERARY LISTING**

Airport	Sept.	Oct.	Nov.
Culbertson		8	
Glasgow	10		5
Glendive	25		
Great Falls	4	9	6
Lewistown		22	19
Miles City		23	20
Missoula	25	23	20
Sidney	24		

Director's Column



MONTANA COMMUTER SERVICE

TO: All Interested Parties

FROM: C. Lynch, Montana Aeronautics Commission Director

DATE: August 14, 1969

We are by this notification advising you that Apache Airlines, Inc., Sky Harbor Airport, Phoenix, Arizona, has on August 13 filed with the Montana Aeronautics Commission an application for certificate of convenience and necessity to furnish scheduled air transportation.

The scope of the proposed service encompasses Billings, Lewistown, Great Falls, Havre, Glasgow, Wolf Point, Sidney, Glendive, Miles City, Williston, North Dakota, Minot, North Dakota, and includes provisional proposed service to Helena, Montana, Bismarck and Dickinson, North Dakota.

The Montana Aeronautics Commission additionally met with representatives of Montana Corporation, Great Falls and Combs Airways, Inc., Billings, in a discussion of procedural problems and their proposals to file applications with the Commission in the near future for certificates of public convenience and necessity for scheduled transportation via commuter airline operations within the state.

The Commission has been requested by the carrier applicants to allow additional time for the later filings and the applicants have requested that all applications be consolidated into a single hearing.

Therefore, the Commission has this date taken the following official action as noted in the Minutes:

1. That all applications in before deadline date for commuter service in Montana be consolidated into a single hearing.

2. That the deadline for applications to be received in the office of the Commission for participation in the consolidated hearing be September 10.

3. That the consolidated hearing be set down for October 14.

4. That Mr. William B. Sternhagen is hereby appointed Hearing Examiner.

5. That Mr. Henry Loble act as Commission Counsel.

Respectfully yours,

Charles A. Lynch, Director

**NOTICE OF
AIR-CARRIER HEARING
COMMUTE AIR, INC.**

PURSUANT TO Sections 1-323(10), 1-323(14), and 1-324, R.C.M. 1947, and Section 7-503, Regulations of the State Aeronautics Commission of Montana,

NOTICE IS HEREBY GIVEN that the Montana State Aeronautics Commission has directed that the matter of the suspension or revocation of the certificate of public convenience and necessity of Commute Air, Inc., of Spokane, Washington, be set down for hearing before an Examiner of the Montana Aeronautics Commission at the offices of the Commission, at the Helena Municipal Airport, in Helena, Montana, on Monday, September 15, 1969, at 10:00 o'clock a.m. of said day. Reference is made to the apparent complete cessation of scheduled air carrier operations by Commute Air, Inc., and to the statutes and regulations cited herein, and inquiries thereon may be made at the offices of the Commission, or by mail to the Commission at P. O. Box 1698, Helena, Montana. Persons desiring to be heard at the hearing upon said matter, or to make objection or protest thereto, should file their appearance with the Commission in writing and will be afforded an opportunity to be heard at the hearing on the date and at the time and place aforesaid. Copies of the regulations of the Commission describing the procedure to be followed may be obtained from the Commission.

DATED this 15th day of August, 1969.

MONTANA AERONAUTICS
COMMISSION,
Charles A. Lynch, Director

As of August 11 the CAB had received registration certificates from 1166 Air Taxi Operators — including 148 scheduled, 34 mail-only and 28 scheduled and mail companies.



John Hebbelman, Jr.

Mr. Hebbelman is a member of the Blaine County Park Board and Board of Health, Past Director of the Jaycee's, Past President of the 4-H Leaders Council and presently is Vice President of the Chinook/Harlem MPA Hangar and member of the State MPA and Flying Farmers and Ranchers.

John, wife Gina, 2-month old son and daughter, (4 years) reside on their ranch southeast of Chinook.



David L. Matovich, representing the County Commissioner's Association on the Aeronautics Commission, has been a Stillwater County Commissioner for the past nine years.

Mr. Matovich, born in Winnett, attended school at Fort Musselshell, Winnett and Columbus. He served during his military service as an aircraft armament instructor for two years in Denver, Colorado; instructed gun-sight maintenance in the Gunners School in Las Vegas, Nevada, and served with the 90th fighter squadron in the China, Burma, India Theater. Since that time, Mr. Mato-

vich has been a rancher in the Columbus area. At the present time, he holds a private pilot license.

The Matovich's have a son Steve and two daughters, Judy and Carol, all residing at Columbus.



Robert G. Bricker, Sales Service Manager for Frontier Airlines, Missoula, represents the Commercial Airlines on the Commission.

Mr. Bricker was born in Akron, Colorado and attended Colorado State University. He served with the United States Marine Corps from 1950 until 1952.

Mr. Bricker received specialized training in airlines operations at the Central Technical School in Kansas City, Missouri.

He has been an employee of Frontier Airlines for the past 14 years. Before his assignment in Missoula, he served as Station Manager at Wolf Point from 1961 until 1963.

The Brickers, sons Steven and Michael, ages 15 and 12 years, reside West of Missoula.

Dr. B. P. Little, Glasgow, represents the Montana Chamber of Commerce on the Commission.

A native of North Carolina, Dr. Little attended college at Wake Forest, North Carolina, the University of Virginia and interned in New York City.

He served in the United States Navy during World War II and returned to active duty as a Doctor during the Korean Conflict.

Dr. Little, a physician and surgeon, has practiced medicine in Glasgow for the past 17 years and is presently in partnership in a clinic with Dr. Leonard Klassen.



Dr. B. P. Little

Dr. Little holds a private license and flies not only in conjunction with his medical practice and his interest in land development, he flies for pleasure. He is a member of the American, the Montana and the Northeast Montana medical societies, the American Academy of General Practitioners and aviation organizations of MPA and AOPA.

Dr. Little, wife Charlene have three children, John (freshman at Great Falls College) and daughters Alice and Anita, 16 and 14. They reside at 1007 Fourth Avenue North.



CALENDAR

September 10-11, Helena — Montana Aeronautics Commission's Monthly Meeting.

September 15, Helena — Public Hearing—Commute Air, Inc., Suspension or Revocation.

September 23-25, Washington, D.C.—Hilton Hotel—National Business Aircraft Association Annual Convention.

September 26 & 27, Edmonton, Alberta, Canada—INAC Annual Convention. Headquarters—Chateau LaCombe.

October 11, Chinook — Flying Farmers and Ranchers Annual Convention.

October 14, Helena—Public Hearing—Montana Commuter Service.

November 1, Billings — One-day Pilot Seminar to be held at the Northern Hotel.

AVIATION EDUCATION HIGHLIGHTS



By DUANE JACKSON
Aviation Education Supervisor

Northern Montana College Workshop

Last month a review of the summer aerospace course at Eastern Montana College was presented. A similar survey or Level I aerospace course was offered at Northern Montana College. The purpose of the course at NMC, as at EMC, was to initiate non-flying teachers to the fields of general aviation and aerospace. Numerous materials provided by the total aerospace industry were available for distribution.

Ron Kologi, presently a science teacher at Havre High School, directed the Northern Montana College aerospace course. Ron has been involved with the aerospace summer program for many years, having first become interested while enrolled in a similar summer aerospace course conducted at the University of Montana in 1962. The Northern Montana College course drew thirteen teacher participants, some from as far as Glasgow.

Ron Kologi is a teaching director and presents much of the material in the course. Hensley Flying Service assisted by making filmstrips available for classroom review. Ron interspersed his presentations with timely visits from people related to the course or the courses content.

Those featured visitors who managed to overcome foul weather handicaps or schedule around the weather included Dolores Colburg, Superintendent of Public Instruction; Lee Mills, Supervising Inspector, FAA GADO No. 9; Max Ogle, Education Specialist, the Rocky Mountain Region of the Civil Air Patrol; and Aviation Education Supervisor, Duane Jackson; and from Havre Richard Brown, Manager, Mountain States Telephone; Walt Hensley, Hensley Flying Service; and Leland Christopher, flight instructor with Hensley Flying Service.

Northern aerospace course participants made a flying field trip to Great Falls. The field trip included visits to the Air Guard facilities, the Weather Bureau and the Flight Service Station at Great Falls International, and the SAGE Center at Malmstrom AFB. Transportation was provided by local pilots. A sincere vote of appreciation goes to the following pilots who volunteered their services; Jim Sleeter, Havre; Gordon Sands, Havre; Walt Hensley, Havre; Ray Vogel, Gildford; Red Sorenson, Gildford; and Henry Wood, Gildford. (Henry did not fly, but was available as a standby.) Thanks to all of you! The local cooperation and assistance which the aerospace courses have always received from pilots add immeasurably to the courses. NASA lecturer, Bill Horvath, also made a two-day visit with the NASA Spacemobile; and was extremely well received.

In addition to the flying field trip, the teacher students received two thirty-minute flight orientation rides. For a large number, this was the first such experience. These flights were made with Leland Christopher of Hensley Flying Service.

MPA HANGAR EVENTS

Central Montana Hangar

On August 3rd members of the Central Montana Hangar held their 4th Annual Picnic on the Swend Holland Ranch, 18 miles east of Lewistown.

Over 200 persons attended the fly-in picnic and barbecue from Denton, Hobson, Winifred, Winnett, Stanford, Grass Range, Moore and Lewistown.

The MPA furnished free barbecued beef, corn on the cob and lots of hot coffee.

All enjoyed the excellent food, companions, location and weather.

AIRPORT DEDICATION AND AIR SHOW DAWSON COUNTY COMMUNITY AIRPORT

SEPTEMBER 7

Dedication 1:30 p.m.

Air Show 2:45 p.m.

INAC CONVENTION THEME, 'YESTERDAY, TODAY AND TOMORROW'

Carrying out the theme, "Yesterday, Today and Tomorrow," the International Northwest Aviation Council's annual convention program will range from the old time bush pilot, to modern day aviation personnel, to a look into the future of aviation. The convention will be held September 25, 26 and 27 in Edmonton, Alberta, Canada with headquarters at the Chateau LaCombe.

PROGRAM

Thursday, September 25

12:00 noon — 7:00 p.m.—Registration
5:00 — Director's Meeting
6:00 — President's Reception

Friday, September 26

9:00—12:00 noon — Registration
12:15 p.m. — Opening Luncheon
2:00 — Business Meeting
2:00 — Ladies Program*
6:00 — Social Hour
7:30 — Klondike Night*

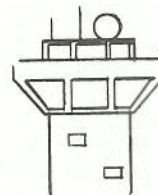
Saturday, September 27

8:30 a.m. — Breakfast
10:00 — Business Session
12:15 p.m. — Luncheon
2:00 — Final Business Session
4:00 — Director's Meeting
6:00 — Social Hour
7:30 — Dinner and Dance

*The Committee promises that the program for the ladies on Friday will be the most exciting ever!

*Klondike Night—promises to be an evening of fun and surprises with prizes and entertainment. Bring your own costume or costumes will be available for rent at a very nominal fee.

For a weekend that will be exciting, educational and entertaining ATTEND INAC IN EDMONTON.



TOWER

OPERATIONS

JULY, 1969

	Total Operations	Instrument Operations
Billings	13,748	2,185
Great Falls	10,069	2,008
Missoula	9,426	190
Helena	4,908	514

Egotist — a person who thinks he knows as much as you do.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Hodge, Ludwig G.—Helena
Neufeld, Kenneth L.—Chinook
Beree, Russell L.—Missoula
Larsen, Jess S.—Billings
Simpson, Stephen D.—Williston, N. D.

PRIVATE

Bouma, Ray E.—Conrad
Eilers, Ronald R.—Browning
Breslin, Charles A.—Missoula
Brown, Mark P.—Kalispell
Davis, Elva H.—Lincoln
Anseth, Duane C.—Bozeman
Toombs, Kathleen F.—Helena
Naylor, Milo D.—Anaconda
Moos, Janice M.—Circle
Schmidt, Francis W.—Columbia Falls
Gardner, John H.—Butte
Fourts, Walter H.—Turner
Haeder, Dewey L.—Libby
Sherman, John A.—Missoula
Olsen, Arden E.—Kalispell
Johnson, Dale L.—Brady
Oberndorfer, Kenneth W.—Kalispell
Apedaile, Jesse L.—Billings
McCormick, Roger J.—Harrisburg, Pa.
Rosenfeld, Constance A.—Billings
Kukowski, Donald W.—Beach, N. D.
Erickson, Donald R.—Forsyth
Denning, Deloy—Fairfield
Stockdale, Ronald L.—Billings
Holman, Peter R.—Glasgow
Clauson, Raymond R.—Miles City
Woltermann, Ronald L.—Columbus
Teyler, Grant E.—Billings
Hagen, Thomas L.—Billings
Sumner, Charles W.—Billings
Stanton, Shirley A.—Brusett
Darkenwald, Daniel A.—Billings

COMMERCIAL

Sampson, Garrett R.—Malmstrom AFB
Andersen, Charles E.—Missoula
Shepherd, Tommy R.—Shelburn,
Indiana
Garnett, George H.—Corvallis
Lorenz, Mavis M.—Missoula
Martin, Ronald L.—Missoula
Surber, Kenneth R.—Denton
Kuehn, Curtis C.—Columbus
Hoeger, Dennis C.—Gallatin Gateway

INSTRUMENT

Deer, Timothy J.—Fond du Lac, Wisc.
Lancaster, John W.—Missoula
Casebeer, Harvey L.—Butte
Perry, Thomas C.—Kalispell
Pierce, David R.—Cedar Rapids, Iowa
Nelson, Melvern L.—Arlee
Avery, James R.—Greybull, Wyo.
Sampson, Garrett R.—Malmstrom AFB
Todd, Jack E.—Billings
Spatzierath, Edward M.—Billings
Ruward, Ronald K.—Salt Lake City,
Utah

MULTI-ENGINE

Shellabarger, John H.—Anaconda
Lee, James L.—Missoula
Petersen, John F.—Cut Bank
Tiitola, Tuomas T.—Missoula
White, Charles I.—Bozeman

FLIGHT INSTRUCTOR

Sterling, John A.—Missoula
Binkley, Stephen L.—Great Falls
Van Campen, Morris R.—Miles City
Spatzierath, Edward M.—Billings

FLIGHT INSTRUCTOR INSTRUMENT

Rice, Harold N.—Hesperia, Mich.
Spatzierath, Edward M.—Billings

BASIC GROUND INSTRUCTOR

Horn, Charles D.—Frazer

ADVANCED GROUND INSTRUCTOR

Oglesby, Steve R.—Peerless

INSTRUMENT GROUND INSTRUCTOR

Oglesby, Steve R.—Peerless

GOLD SEAL

Hayes, R. Tim—Missoula

ROTORCRAFT

Healea, William D. (Commercial)—
Missoula
Jeffers, William W. (Commercial)—
Billings
Ratliff, James O. (Commercial)—
Cody, Wyo.

AIRFRAME MECHANIC

Guttormson, John G.—Malta

POWERPLANT MECHANIC

James, Ronald L.—Bonner
Christie, Homer A.—Helena

PARACHUTE RIGGER

Garner, Ronald C. (Back & Chest
Types)—Missoula

REPAIRMAN — RADIO

Bell, Wesley M.—Lewistown

FORD 5

Sanderson, Robert L.—Stevensville

DILLON HOLDS AIR SHOW AND PER POUND FLIGHTS

Over \$200 was donated to the Barrett Memorial Hospital fund drive through 2¢ per pound flights accomplished during Dillon's first air show. The event was sponsored by the Dillon Jaycees with local pilots donating their time and aircraft. Area pilots completing the 64 individual trips were: Bill Stewart, Andy Morris, Byron Bayers, Harold Briggs, Paris Robert, DeMar Taylor, Virgil Compton and representing Lynch Flying, Billings, Jerry Mobley.

The afternoon air show commenced with a formation fly-over by the participating pilots. The Mount Helena Sky Diving Club presented Red Drennon and Buck Clark, both of Helena, in a free fall exhibition—diving from 12,000 feet to within several thousand feet—chutes opened and both made almost direct center landings.

Representing the Montana National Guard, Capt. Ron Adams flying the Beaver, Capt. Stocking flying the Bird Dog and Capt. Don Monforton flying the helicopter, demonstrated various flying techniques used by the Military.

Demonstrating radio controlled model airplanes were Dick Pierce of Helena and Lloyd Richardson, Sam Langdorf and Harold Beddor of Dillon.

It was a very successful event and congratulations are extended to the Jaycees, Chairman Joe Glick, all committees and the participating pilots.

STATISTICS

Will your **first** accident be your **last** day alive?

61/37
65/22
78/18
69/18
56/19
40/24

ACCIDENT TOTAL FATALITIES

1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total	69	18
1968 Total	56	19
1969 To-Date	40	24

FAA INSPECTORS CORNER



By LAUREN D. BASHAM
Accident Prevention Specialist
GADO No. 9, Helena

THE PROFESSIONAL APPROACH

Pilot X was nervous as he sat waiting for a simulated instrument clearance at the runway threshold. He was about to fly a six month instrument check required by Federal Aviation Regulation 135 for pilot in command operating under IFR. Pilot X has known of the impending flight check for almost two weeks and had sufficient time to prepare himself. Pilot X was already an instrument rated multiengine pilot. He had previously demonstrated these capabilities to an FAA Inspector some time ago.

The clearance was delivered and Pilot X dutifully attempted to copy as the clearance came over the speaker. "ATC clears N7174Y to the Great Falls Airport via V21, maintain one three thousand, contact Great Falls Center 126.5 leaving niner thousand — 7174Y are you familiar with the published departure procedure?"

Pilot X was halfway through the clearance, copying frantically when the question came. He turned to the check pilot with a puzzled look as if to say, "I didn't get that."

Again the controller asks, "74Y, are you familiar with the published departure procedure?" Now Pilot X picks up the microphone and answers, "Affirmative!" He then examines his half-copied clearance attempts the read back with the portion that he managed to copy.

By this time the check pilot is apprehensive — why? Because Pilot X has now, in effect, demonstrated that he is not qualified to act as pilot in command of a small multiengine aircraft carrying passengers under IFR.

The flight may be continued — the pilot may redeem himself and satisfactorily accomplish the check but the chips are down and Pilot X has no one to blame but himself for this predicament should he fail.

The Federal Aviation Regulations state that a person taking an instrument check under FAR Part 135

must meet the standards of proficiency of an original instrument flight test. Further, the instrument flight test advisory circular states that an applicant must demonstrate an acceptable level of performance and familiarity with ATC procedures to satisfactory accomplish the check.

The point here is that both the air taxi operator and the pilot who hold themselves out to the public have a moral obligation to ensure pilot competence in today's complex aviation system. If we want to be treated like professionals, then we must equip ourselves to respond to the demands of the situation in nothing less than a professional manner.

Most air taxi commercial operators realize that the ultimate success or failure of their business at any given time is highly dependent upon the current image of the aviation industry in the mind of the potential customer. They realize that their equipment must be new or reasonably current and well maintained. They expect their pilots to be neat, clean and professional in their contact with the public. Here, regrettably, is where the operator quite often fails to follow through and provide initial and recurrent training for his pilots who may have limited experience and little confidence.

While it is true that time and exposure are great teachers — it is also true that the majority of accidents occur during the acquiring of experience.

The commercial pilot engages in flight operations of great complexity and much exposure to adverse elements. Recent statistics indicate that the commercial pilot is responsible for 33% of the total accidents and 36% of the fatalities.

There are many air taxi commercial operators who have excellent training programs and many of the everyday decisions and judgments required of the working pilot can be made by a pilot with limited experience in reasonable safety if he is knowledgeable and professional in his approach to the job at hand.

Aviation is a field wherein many requisite knowledge and skills must be acquired by a single human and used effectively in a complex environment to achieve the maximum in safety. The pilot's responsibility has changed rapidly over the years from the simple to the very complex.

In the interest of flight safety we must all face up to the challenge of a complex industry, be prepared to accept more stringent regulation and strive continuously to upgrade the quality of our own performance as professionals.

To assist in this accomplishment and aid in making those future flight checks routine, we ask that you consider the following —

As air taxi commercial operators:

1. Are newly assigned pilots given orientation flights to acquaint them with local flying conditions and specific company operational procedure enroute?

2. Are transition checkouts conducted in accordance with recognized procedure? Suggest AC 61.9 — Pilot Transition Courses for Complex Single Engine and Light Twin Engine Airplanes.

3. Are pilots required to be familiar with company manual of operating procedures and operating limitations of all aircraft to which they are assigned?

4. Are aircraft made available to the ATCO pilots for proficiency training purposes as required to maintain a satisfactory level of competence?

As air taxi commercial operator pilots:

1. Do you maintain an awareness of the total requirements of your assignment as a pilot in areas of knowledge, skill and judgment and strive to improve?

2. Are you thoroughly familiar with the aircraft handbook and do you know intimately all systems and components of the aircraft which you are assigned to fly?

If you can answer these questions in the affirmative, then you have in fact a professional approach to accident prevention and have placed your Trust in Safety rather than in Luck.

FLY SAFELY! Use a Check List — Be Weather Wise — Don't exceed your own limits or those of your aircraft — Check Density Altitude — Fly to enjoy living — Live to enjoy flying!

It's harder to conceal ignorance than it would be to acquire knowledge.

Some people are lost in thought because they are such strangers there.

Projects—(Continued from Page 1)

cinity of Hardin. This office has sent out the \$1,000 preliminary engineering grant for that study. Three airport site locations were evaluated and a new location for an industrial air park was recommended.

Glasgow—Bids were opened in Glasgow on July 28 for the local, State and Federal airport development project consisting of extend, mark and medium intensity light Runway 12/30; strengthen taxiway "A"; medium intensity light runway 7/25; install medium intensity taxiway lights on taxiway "H". The apparent low bidder was Gus Albert, Contractor, Miles City, at a total bid of \$128,616.90. The Federal Aviation Administration has issued the Grant offer as a result of satisfactory bids for project work.

Dawson Community Airport, Glendive—Through the combined efforts of the residents of Dawson County, Glendive and Federal Aviation Administration, the Dawson Community Airport will be officially dedicated on September 7, 1969. This is a local and Federal project with the Montana Aeronautics Commission participating to the extent of a \$1,000 preliminary engineering grant, technical assistance, relocating the airport beacon and installing a state-owned public use H-marker.

This project consisted of building an entirely new airport; land acquisition for airport development; construct NW/SE runway (5,700' x 100'), taxiway, apron and a stabilized turf crosswind runway (3,000' x 60'); medium intensity lights (NW/SE runway), wind cone, segmented circle and relocation of beacon; relocate power line and telephone line; relocate county road; fencing. In March, 1969, Glendive and Dawson County voted in a \$285,000 bond issue for airport development, the FAA issued a Grant Offer of \$229,594. Total estimated cost of new airport is \$433,114. Consulting Engineer was Wenzel & Company, Great Falls; Contractor was Northwestern Engineering Company, Rapid City, South Dakota for Schedule I and Midland Electric of Billings for Schedule II. The new airport was opened for service by Frontier Airlines and Combs Airways on June 1, 1969.

Butte—This local and Federal project consists of acquiring land; ex-

tend, medium intensity light and mark Runway 15/33; extend apron; construct connecting taxiway to Runway 11/29 and reconstruct portion of Runway 11/29 for use as taxiway; fence. The Federal grant was \$148,044 and total estimated cost is \$279,275. Morrison-Maierle of Helena was the Consulting Engineer and Peter Kiewit & Sons, Billings, the Contractor. Montana Aeronautics Commission participated to the extent of a loan to Silver Bow County in the amount of \$8,385.70 for the purpose of acquiring land for the runway extension. This loan is repayable over a ten year period at 3.5% interest rate.

Helena—The bids on the Helena runway extension project were low enough that sufficient monies remained in both the Airport Board account and the Federal account to allow the runway extension to go to 9,000 ft. instead of the 8,100 ft. as originally contracted, thus eliminating the need for another runway extension project in the near future. The ILS system will also move out taking into account a total runway length of 9,000 ft., thus causing considerable extra grading and excavation on the east end of the Helena Airport. Work is progressing very rapidly due to the extremely good construction weather. Contractor for this project is Peter Kiewit & Sons, Billings; Consulting Engineer, Morrison-Maierle of Helena. The Federal grant issued to Helena was \$570,860, with the estimated total cost \$1,070,434. Helena and Lewis & Clark County voted in a bond issue for airport development and the general obligation bonds were sold in March of 1969. This total project is expected to be completed by the first part of October, 1969.

Kalispell—This airport development for Glacier Park International Airport at Kalispell consists of acquire land; overlay Runway 1/19; overlay connecting taxiway and terminal apron; construct and mark Runway 1/19 and connecting taxiway; extend runway lighting; remove obstructing trees from Runway 1 of clear zone. Consulting Engineer, Morrison-Maierle of Helena; Contractor, McAttee & Heathe, Inc., Spokane, Washington, Powell Electric Company, Kalispell. The Federal grant is \$278,520, with a total estimated cost of the completed project of

\$525,410. As of July, 1969, construction progress was very good.

Missoula—Johnson-Bell Field—strengthen, overlay and mark Runway 11/29, including relocation of high intensity lights; reconstruct apron; overlay N/S portion of taxiway B; prepare site for 2,454' extension of Runway 11/29; grading for instrument landing system. Federal grant is \$657,312 with a total estimated cost of \$1,230,211. Isbill & Associates, Denver, Colorado, is the Consulting Engineer, M & S Construction, Missoula, the contractor.

Philipsburg—The Philipsburg Airport is now approximately 52% completed. The contractor is now crushing gravel and will soon be in a position to place the crushed base course on the runway.

Sidney—This is a local, State and Federal project consisting of land acquisition; construct, light (MI) and mark Runway 1/19; overlay/reconstruct and mark NW/SE runway; overlay taxiway and apron; construct new apron and connecting taxiway; install perimeter fence; relocate telephone and power lines. Sidney received a Federal grant of \$253,822. Estimated total cost of the project is \$478,819. Consulting Engineer is Webster, Foster & Weston, Williston, North Dakota; Contractor is Wm. Clairmont, Inc., Bismarck, North Dakota. Montana Aeronautics Commission has loaned Sidney-Richland Airport Commission \$100,000 repayable over a ten year period at 3.5% interest rate.

H. JUNGEMANN HONORED BY WESTERN

Herbert F. Jungemann was listed on Western Airlines' Honor Roll (July issue of Flight Times) acknowledging his twenty-five years of service as of July 6th.

While employed as Western's station manager in Billings, Herb Jungemann served on the Aeronautics Commission from 1961 until March of 1966. He was Commission Chairman for 1963/64.

Mr. Jungemann resigned from the Commission when he was transferred. Presently, he is "Manager of Employee Development" in Los Angeles.

DON'T assume that the weather will be as it usually is, or recently was, or as you wish it to be.

FRENCH BALLOON LANDS AT BIG TIMBER

Residents of Big Timber speculated several hours on July 9th as they observed a large silvery object floating overhead. The object proved to be a free balloon that had been launched on June 30th by the National Center of Space Studies for Launching Balloons at Landes, France.

Bill Ferguson and Kenneth Kimp of Yellowstone Air Service taking a camera, jumped into their plane, took a closer look and recorded the event. Meanwhile, Walt Huffman, with polaroid, also took up a plane, photographed the balloon and in addition, flew below balloon hastening its descent. The balloon landed north of Big Timber and covered an area of approximately 500 feet with the thin silver plastic. The message found attached to a portion of the balloon

was translated from French and reads as follows: Attention Hydrogen Explosion Possible. If the balloon is still inflated, even though a little bit, do not approach with a cigarette, hold back the curious. Deflate the balloon in the largest section. Operate with prudence in open air, in an isolated place.

National Center of Space Studies Center for launching balloons.

Call immediately by telephone. Communications paid for by the C.N.E.S. Center for launching balloons Sur L 'Adour (Landers) France.

Walt Huffman telephoned NASA and the Aeronautics Commission and has attempted to reach the Center via telephone and correspondence, however, to-date there has been no contact with Sur L 'Adour.

Balloon, direct from France, during descent.—Photo taken by Bill Ferguson and Ken Kimp of Yellowstone Air Service and provided through the courtesy of the Big Timber Pioneer.—Shown Rt.

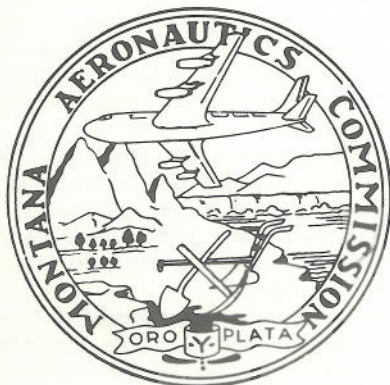


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